THE PACIFIC COAST ARCHITECT

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OFFICE OF PUBLICATION

PORTLAND OREGON

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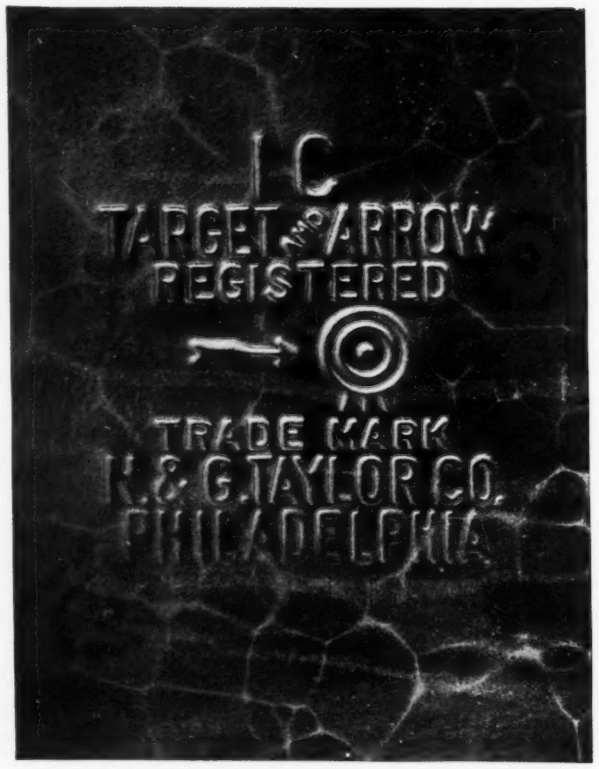

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The Pacific Coast Architect

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L. J. FLYNN, *Business and Advertising Mgr.* RALPH I. THOMPSON, *Sec. and Treas.*

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The Editor will be pleased to consider contributions of interest to the readers of this publication. When payment for same is desired this fact should be stated. Self addressed envelopes must accompany all such contributions.

ADVERTISING RATES ON APPLICATION — TELEPHONE MARSHALL 236

Current Comment

Eventually you will subscribe to THE PACIFIC COAST ARCHITECT. Why not start now?

There were 820 building permits issued durng February, valued at $1,199,861—a gain of $119,786 over February, 1911. The total valuation of permits for January and February was $2,106,484—an increase over the corresponding period in 1911 of $35,793.

If you are engaged in the sale of any kind of building material, or paints or oils, roofing, builder's hardware, gas or electric fixtures, furnaces, elevators or anything else that goes to make up or furnish a building, you should consider THE PACIFIC COAST ARCHITECT. It is a model advertising medium, with reasonable rates. Let us prove it to you.

A Vigorous Yearling

With this issue, THE PACIFIC COAST ARCHITECT completes the first year of its existence. For a yearling it is most vigorous. We desire to extend our thanks to our advertisers and subscribers for their generous patronage. We admit that they have made the publication possible. In entering upon our second year, we do so with the firm determination of making THE ARCHITECT better each month. We ask the hearty co-operation of our patrons to make this end possible.

Oregon Cedar

Oregon cedar has been adapted to new uses. The Coos Bay Manufacturing Company recently turned out an order of clear cedar sheets 84 inches long by 48 inches in width and three-eighths of an inch thick to be utilized for house paneling and high grade furniture. Furniture men are becoming interested in the adaptability of cedar veneering, three-twentieths of an inch thick, to take the place of felt under carpets. It is claimed for it that it not only repels insects, but is valuable as a floor deadener.

Elects Officers

The Spokane Architectural Club at its recent meeting re-elected Julius Zittel as president. The other officers elected were: George H. Keith, secretary; C. Z. Hubbell, vice-president; F. P. Rooney, treasurer. These gentlemen, together with J. T. Levesque and C. Ferris White, were chosen directors.

Coast Cities Building Statistics

Cold weather in January seriously interfered with building operations all over the country, except in cities on the Pacific Coast. Close investigation of the figures shows that in January, 1912, Los Angeles issued 820 building permits, of the total value of $2,104,875; San Francisco, 384, worth $1,614,608; Portland, 413, worth $990,616; Seattle, 790, worth $506,005; San Diego, 162, worth $219,450; Oakland, 264, worth $388,669; Salt Lake, 27, worth $240,300; Pasadena, 69, worth $105,267; Tacoma, 159, worth $90,996; Sacramento, 74, worth $275,525; Spokane, 104, worth $120,940; Stockton, 29, worth $101,790; San Jose, 27, worth $24,165.

Canadian Cities Building Activity

We herewith present a few building statistics from Canadian cities that are worthy of consideration. It is somewhat surprising to note that Vancouver, B. C., has a large lead over Montreal, yet, perhaps, this is not so much to be wondered at, for Western American cities, in proportion to their population, show the same condition of affairs when compared with the more staid and perhaps less progressive Eastern cities. The spirit of activity and growth prevails in Western cities to a far greater degree than in those of the East and the farther West one goes the more this is true. In 1910 Vancouver's building total reached $13,106,000, and in 1911, $17,652,000. For the same years Montreal shows, respectively, $15,713,000 and $14,580,000, revealing that Vancouver exceeded that city last year by $3,072,000. Toronto, in 1911, erected buildings to the value of $24,374,000, a gain of $3,247,000. In 1910 Winnipeg's building total was $15,106,000 as against $17,652,000 in 1911, a gain of $2,546,000.

Industrial Publications

The N. & G. Taylor Company, of Philadelphia, announces in its monthly publication, *Roofing Tin*, for February, that beginning with January, 1912, it adopted the exclusive and registrable name of "Target and Arrow" on the sides and ends of boxes containing its superior roofing tin. This symbol protects equally the buyer and architect seeking for dependable roofing tin.

Philadelphia Chapter, A. I. A.

ANNOUNCEMENT is herewith made of the appointment of the committee on public information of the American Institute of Architects. It is as follows: D. Knickerbacker Boyd, chairman; Glenn Brown, Frank C. Baldwin.

You will observe in the resolution which was unanimously adopted by the forty-fifth annual convention in Washington, and which authorized the creation of this committee (a copy of which concludes this letter), that the creation of a committee on public information in each of the chapters throughout the country is one of the next steps in the Institute's propaganda. This, however, will be a matter that will rest with each chapter.

There are thirty-two chapters, as follows: Atlanta, Baltimore, Boston, Brooklyn, Buffalo, Central New York, Cincinnati, Cleveland, Colorado, Connecticut, Dayton, Illinois, Indiana, Iowa, Kansas City, Louisiana, Louisville, Michigan, Minnesota, New Jersey, New York, Philadelphia, Pittsburg, Rhode Island, San Francisco County, Southern California, Southern Pennsylvania, St. Louis, Washington, Washington State, Worcester, Portland, Ore.

Some of these chapters already have committees on public information, the same having been formed during the past year or so, probably as a direct result of the recommendation made by the Philadelphia Chapter, which has had a committee on public information for the past couple of years. Those which I know of at the moment are:

Boston Chapter—W. H. Kilham, chairman; William H. Brainerd, secretary; Robert P. Bellows, Joseph E. Chandler, Louis C. Newhall.

San Francisco Chapter—T. J. Welsh, Chas. F. Mau, J. Cather Newsom, Wm. A. Newman.

Philadelphia Chapter—D. Knickerbacker Boyd, chairman; John T. Windrim, George I. Lovatt, John Molitor.

The Southern California Chapter I believe has such a committee, and the Southern Pennsylvania Chapter also has a committee, each of three members.

As soon as the remaining chapters create such committees, which it is to be hoped they will soon do, a chain will be formed which will unite them together in a movement for the interchange of information pertaining to the profession itself, as well as for the dissemination of information of a more public nature.

When our committee has organized and has formulated methods of procedure and decided upon the extent of its activities I will be pleased to advise you further.

At that time we will ask your co-operation in the work that lies before all of us for the good of the profession, and it goes without saying that if in the meantime I can be of assistance to you in any matters concerning which your publication is especially interested I shall be very happy to do so if in my power.

Yours very truly,

D. KNICKERBACKER BOYD,
Chairman.

Committee on Public Information, A. I. A.

Resolution Aodpted at Forty-fifth Annual Convention.

Resolved, That the board of directors be requested to appoint a special committee on public information, the duties of which shall include the following:

To keep a record of such published matter as may be of interest to the profession and to send to such publications likely to be interested, information concerning the work of the Institute and of the profession.

To request monthly reports on matters of interest to the profession from committees on public information of the several chapters, which chapter committees shall be subcommittees for their respective territories of the Institute Committee.

To inform the press of the country in regard to annual conventions of the Institute, and the work which the Institute is undertaking and has actually performed. To correct through the press popular misconceptions with regard to the practice of architecture and to rectify erroneous printed statements affecting the profession.

To keep constantly before the public the aims, aspirations and accomplishments of the profession through its organized body, the Institute.

Washington State Chapter, A. I. A.

THE REGULAR meeting of the Washington State Chapter, A. I. A., was held at the Seattle Athletic Club, Wednesday, March 6, 1912.

The Committee on Contracts and Specifications submitted some correspondence with the Institute Committee relative to the changes in the contract forms proposed by the chapter. This matter was referred to our committee for consideration and final action.

A letter from the Southern California chapter extending an invitation to our members to visit Los Angeles during the annual meeting of the California State Board of Architects was read, and in view of the chapter's interest in state regulation of the practice of architecture, it was thought desirable to make an effort to have a chapter delegation present if we desired to consider further the subject of a state license law. The matter was left in the hands of the Legislative Committee with instructions to collect data from other parts of the country and report at the next meeting, the Secretary in the meantime making a suitable reply to the invitation from the Southern California chapter.

Mr. Everett, for the Legislative Committee, reported a resolution on the recommendations of the Mayor of Seattle, that plans for city buildings be prepared in the office of the Superintendent of Buildings. The resolution was adopted with a provision that any further disposition of the subject be deferred until the next meeting, on account of a coming change in the city administration.

Mr. Huntington, chairman of the Committee on Civic Design, and Mr. Badgley, who had been designated by the committee to represent the chapter in the formation of the Seattle Garden Club, reported that the Garden Club had effected an organization with considerable enthusiasm. The work proposed was similar to that undertaken in Minneapolis, where 900 acres had been cultivated, substantially increasing the value of this land, as well as beautifying the streets of the city. In the Seattle Club the plan was to get permission to use the vacant lots primarily on the main traffic thoroughfares, cultivating them with grass, flowers, and planting vegetables where conditions would permit. The chapter voted its endorsement of the work of the club and the individual members of the chapter were asked to further support the club by becoming members.

T. H. Collins, of Cleveland, Ohio, is a new addition to the Denny-Renton Clay and Coal Company's force. Mr. Collins has done much paving in the East and is one of the best known paving experts in the country.

What Other Cities are Doing in City Planning

By FRANK LOGAN, Secretary Oregon Chapter, A. I. A.

THE SUBJECT of this talk is "What Other Cities Are Doing in City Planning," it being one of a series of lectures on "City Planning" given under the auspices of the Portland Art Association and the Greater Portland Plans Association.

The object of these lectures is, frankly, to place before the public reliable information which will properly establish the importance of city planning. Some of the previous lectures have had to do with what the City of Portland is trying to accomplish with a scientific plan. This movement is comparatively recent in this locality, and its ultimate success seems not so much a matter of overcoming the opposition of any selfish interests as it is to give the people at large a full understanding of the scope and methods of the plans themselves. By calling your attention to what other cities are doing in this direction we hope primarily to make it clear that city planning is not an innovation of doubtful practicability, but that it is an economic engineering expedient approved by well informed financiers, statesmen, social economists and business men. The fact that every one of the principal cities in the United States today without exception has a tentative plan designed by an expert is in itself significant, and if our own city is to play its part in the development of modern civilization as well as compete in the more practical matters of growth and prosperity it must reckon with city planning.

I will first touch briefly upon some of the cities of Europe, where an older civilization has borne fruit in civic development much earlier than in this country.

The city of Paris is justly considered pre-eminent among modern cities as regards not only beauty but economy and practicability.

One of the earliest important steps towards the planning of modern Paris was begun in 1605. As a medieval city Paris had become congested in order to remain enclosed within the city walls for purpose of defense. In 1605 Henry IV took steps to relieve this congestion by laying out a large open square on the site of a former market place. This was to be used for promenades, festivals and similar large gatherings; and in order that the square might have a suitable appearance he erected residences of harmonious design on all sides; and in order that the result might be preserved he decreed that when these buildings were disposed of to the private owners they should remain forever in possession of the same family, its heirs and descendants.

This square, which exists today as the Place de Voges, is still beautiful and imposing, and has served its purpose with credit for more than three hundred years. Henry's idea of securing architectural harmony by keeping it in the hands of discriminating families was of course primitive and not to be considered today, but the idea that there should be architectural supervision and restriction in our public places is very important and has contributed more than any other towards the successful development of Paris. This is a plan of the Place de la Concorde. It is one of the most imposing open city centers in the world. This was designed in 1772 by the architect Gabriel. About this center are the various government buildings (the Louvre, department buildings, Ministry of Navy, Chamber of Deputies, Champs Elysees, Madeleine and Rue de Rivoli).

By placing the public buildings about the open spaces the appearance of the open space is greatly improved, and the buildings have the advantage of being seen and appreciated from a distance as well as acquiring the freedom and dignity which an open space gives to them. This would seem to be an obvious and elementary expedient, but it has been so undervalued and neglected in this country by public authorities and building committees as to warrant comment. A monumental building in cramped and unsuitable surroundings stamps itself at once as an error which no amount of excellence in the details of the building itself can gloss over. In fact any inherent excellence of the building only serves to *increase* the sense of misfortune which directed its choice of site.

The Rue de Rivoli, noted above, was built by Napoleon I to give to the Louvre and the Tuilleries the isolation due these prominent buildings. He required at the same time that the building fronts facing this street should be of uniform height and style of architecture.

The idea of requiring a suitable style of architecture in the fronts of buildings facing public places was later carried out in various parts of the city, notably the approaches to the City Hall, the Stock Exchange, the Paris Opera House and the Theater Francaise. The height and character of the buildings are in general regulated throughout the city, and especially along prominent boulevards.

The French government has a minister of education and arts who is entrusted with the erection of all government buildings. He has as assistants and advisers a body of ablest architects in France, men who have completed with the highest honors the architectural course in the government school of fine arts.

The general completeness of the civic planning activities in Paris is illustrated by the way in which the Seine River is developed and made one of the most striking features by means of well designed quays and bridges.

It is said that Portland has at present the most unattractive river front of any city in the United States.

London is interesting principally as the exact antithesis of Paris in the matter of city planning. Instead of wide, radial avenues, grouping of public buildings, adequate park systems, fresh air and sunlight, London has for the most part narrow, congested streets, more than its share of slums and crowded tenements, and totally inadequate access to its suburbs. Recently conditions have grown to be such a burden that some relief was considered imperative, and the gigantic task of widening King's Highway through the center of the city was begun.

The method of financing this alteration is particularly interesting to us, as it will probably be found profitable to do the same thing in Portland some day if not even at the present time.

The city of London purchased all the adjoining blocks on both sides of King's Highway for the existing market price before the alteration. It is found that where the street has been so widened and improved that the increase in the value of these adjoining blocks has more than paid for the proportional cost of the alteration.

After the great fire London had an excellent opportunity to dispose itself in a scientific manner; in fact a plan greatly admired at the present time was submitted for that purpose by Sir Christopher Wren, the greatest architect in the land.

The quality of civilization at that period, however, seemed not quite ready to embrace city planning. This error of omission has been multiplying itself ever since in congestion, economic waste and slums.

Before leaving England I want to note one of the most interesting examples of that phase of city planning known as "ideal towns." Port Sunlight is a factory town laid out from its beginning by private commercial interests for the purpose of producing the highest efficiency among its employes.

It was reported at the recent international town planning conference at London that the average child of twelve

years of age at Port Sunlight is thirty pounds heavier and four inches taller than the average child of the same age in the thickly populated districts of Liverpool.

The British Parliament recently saw the light of city planning and passed what is known as the town planning act, which requires that hereafter all expenditures for government improvements in cities must be made in accordance with an approved scientific plan or design which will secure the greatest economy and comfort to its inhabitants in the future as well as at the present.

It seems suitable to mention at this time the great international town planning conference held at London in October, 1910.

This conference was arranged primarily to give England the benefit of the world's advancement in this science up to date. Mr. John Burns, the statesman, Lord Kitchner, of Khartoum, Sir Ashton Webb, John Belcher and other of England's most prominent men were instrumental in securing it. It was attended by the leading authorities on town planning throughout the world, and the report of its proceedings is probably the most important publication on this subject to date.

Germany with characteristic logic and directness is at the present time taking by far more interest in town planning than any other nation. More plans have been made and more actually carried out than in any other country. Beyond this statement I shall not attempt to go further into German work for the reason that the details in themselves are very similar to those of the cities of the United States, which we may note more at length.

Twelve years ago there was not a single plan commission in the United States. To the beauty and arrangement of the World's Fair at Chicago has been attributed the starting point.

The United States government, profiting by this example, took up the development of the city of Washington.

The government appointed a designing board and appropriated $50,000 for making the plans. The plans proved to be along the general lines originally determined upon by Washington and his engineer L'Enfant. Both Presidents Roosevelt and Taft have given this work their support, and Congress has passed an act establishing a National Fine Arts Commission to insure its continued development.

The fortunes of the Spanish War put us in possession of the Philippines with the problem of modernizing the city of Manila. Upon the initiative of Mr. Taft, then secretary of war, a scientific plan of Manila was drawn up and much of it since carried out with striking success.

The city of Cleveland then took up the work. Among the first steps was to pass a law in Ohio permitting cities to employ expert commissioners that shall control this style and location of public buildings. Cleveland then appointed three commissioners at a salary not to exceed $5000 a year.

There was a section of dead property in the Lake Front district near the center of the city. This was purchased and a central plaza laid out. Around it are being built or have already been built the United States government building, the public library, the city hall, the court house and a great railway station and public docks.

In the original state the adjoining property had a very low tax value. After the improvements were made this property became four times as valuable as it had been, consequently the amount derived by the city in taxes was four times as great. This was alone sufficient to pay for both interest and sinking fund on the bonds issued for the entire improvement.

The city of San Francisco was the next to get a city plan. The movement was started by an association of private citizens similar to the Greater Portland Plans Association. The plans were made by Messrs. Burnham and Bennett at a cost of about $25,000.

The city of Chicago now came to the front with one of the most ambitious planning schemes in the world.

The Commercial Club of Chicago started the movement, and the Mayor and Common Council appointed and confirmed a city commission of 400 of the most prominent citizens for carrying out the work.

It is always to be remembered that this work is not to be carried out simultaneously. Most of the great parks and boulevards of Paris existed only on paper for many decades before they were actually built, and then it was accomplished with little expense because the need of them, group by group, had become evident, and the resulting increase in the value of adjoining property paid for them.

In 1903 the city of St. Louis created a public building commission consisting of three architects, without salary, in conjunction with the city controller and the commissioner of public buildings.

Nearly all the public buildings of the city had become outgrown and antiquated.

In the city of Buffalo thirteen railroads entering that city have signed an agreement for a new union depot in connection with a public dock similar to that in Cleveland. This will be the largest collection of railroad tracks in any depot in the country outside of Chicago.

The city of Boston has an art commission appointed by the mayor which controls the purchase of public works of art, and at the request of the city authorities the design and location of public buildings.

In 1907 the civic organizations of Philadelphia secured and published plans for the development of that city.

Minneapolis and St. Paul are working in conjunction towards a great system of parkways. There are located a great number of lakes in that locality, and each is made the nucleus of a park and all are connected by boulevards. The celebrated Minnehaha Falls and the banks of the Mississippi River are included in this system.

The cities of New York, Pittsburg, Baltimore, Denver, Seattle, Los Angeles and San Diego each have a city plan and an organization or commission for its development. The smaller cities that are doing the same thing throughout the country now amount to several hundred.

In conclusion I would submit the idea that city planning is bound to come as a logical development of business sagacity and enterprise, and that logically applied it does not increase the rate of taxation nor invade the rights of private property, but immeasurably increases civic and personal comfort and economy not only for ourselves but our posterity.

Fire Protection Plan

The annual destruction in all American cities of buildings by fire is appalling. In Portland alone the amount consumed by fire in 1911 (partially insured) equaled $904,000, and the insured lost property in the state reached the amount of $1,311,264. Franklin H. Wentworth estimates that one-half of this loss could have been saved by ordinary vigilance.

Portland's fire losses in 1910 on all property insured was $904,000, but the annual loss was greater, for some of it was not insured; the more probable figures of real loss in Portland were about $1,000,000, and that of the whole state $1,500,000. Mr. Wentworth insists that if precaution and vigilance were used, the premium pay-

ments could be reduced 50 per cent, which would save the state $1,800,000 a year.

A campaign of education among commercial bodies throughout the state will be instituted, in order to agitate this question of economy.

Lincoln Memorial

We are in receipt of a communication from Wm. L. Bailey, Secretary of the Pennsylvania State Association of the A. I. A., treating on the proposed "Lincoln memorial." The chapter is opposed to the proposed Gettysburg road, as not a fitting memorial to the Great Emancipator.

Glenn Brown, Secretary of the A. I. A., suggests these objections to the Gettysburg road plan:

First. A roadway is not an individual or intimate expression of appreciation like a monumental structure, and the idea has been opposed by two expert commissions.

Second. A monumental roadway would cost, based upon engineer's estimate for a similar park and roadway to Mount Vernon, $34,000,000, and its annual maintenance, based upon the reports of the New York Highway Commission, would cost about $3,000,000.

The approved memorial of the A. I. A. is as follows:

There is only one logical character of memorial to Lincoln and one logical site for this memorial, those commended by the Park Commission in 1902, since approved officially as the one site and the one form of a memorial to Lincoln by forty experts on three different boards. The memorial, as proposed by the Park Commission, is presented as a portico, charming in its refinement, dignified in its simplicity, on one side overlooking the lagoon, on the other facing the broad Potomac and Virginia hills. From the monument it will be seen, serene and restful, with its beauties reflected in the lagoon. From Arlington it will stand stately and dignified, and from the Potomac, imposing in its purity. Charming distance views will keep its sacred character in view up and down the Potomac, from the hills of Maryland and Virginia. Through the park vistas, from the Capitol and other city heights, it will stand alone, stately and pure, to the memory of Abraham Lincoln.

Advantages of Fireproof Building Material

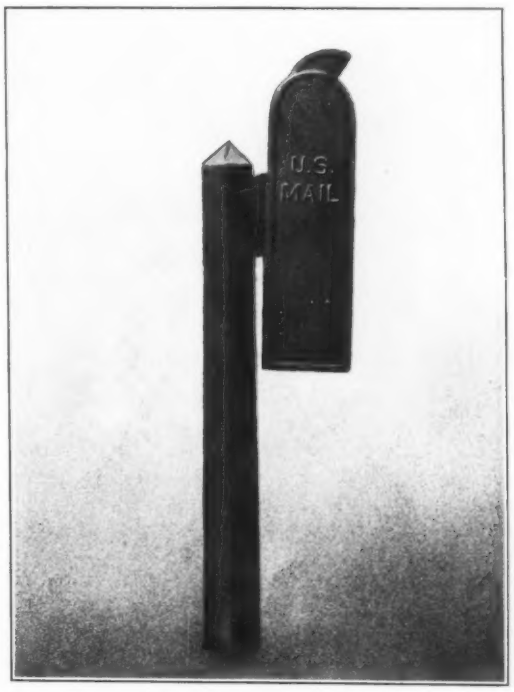
With the growth in the scarcity of lumber and the increase in the number of fires annually devastating American cities, the advocates of clay building material see in this an opportunity for the advancement of their interests. Extensive clay beds have been opened up and developed, and a great variety of manufacturing products such as brick, hollow tile, architectural terra cotta, etc., are more readily obtainable now than ever before. In the case of clay, we have the raw material, which is practically inexhaustible. Without decrying the use and adaptability of lumber, it is a fact that the greater the number of wooden buildings, the greater the risk of fires and the heavier the amount of insurance.

Notwithstanding the popularity of manufactured clay material, concrete, structural steel, etc., which now enter so largely into modern city building, it is surprising to note that the price of lumber is increasing. There never will come a time in which there will not be a great demand for lumber. The increased cost is due to the enormous demand both at home and abroad, and the constantly decreasing area of forests from which commercial lumber may be obtained. To be sure, the Forestry Bureau is offsetting this to a certain degree by reforestation, but it will be a long time before the timber crop from this reforestation become available. In the meantime, all fireproof building material will naturally become in greater demand every year.

A Novel Letter Box Post

The Postal Department has been considerably annoyed by the poor and inefficient service rendered by the iron letter box posts throughout the country.

Chas. J. Johnson, a letter carrier of Portland, Ore., believes he has solved the problem, and is in a position to offer a post which will withstand the ravages of any climate. The iron posts now in use are subject to rust and after a few years fall over, leaving no support for the letter boxes, besides putting the Government to the expense of erecting a new post. The new posts are made



of reinforced concrete and will prove permanent; they are of hexagon shape, 8 inches in diameter at the bottom, tapering to 6 inches at the top; 4⅜-inch iron rods, tied with strong wire, are used for the reinforcement.

The posts stand 4 feet 6 inches above ground and are 6 feet 8 inches in length. The inventor plans making the posts in a shop and will be able to carry a large number in stock. He has submitted his plans to the Postmaster General and expects to hear of its adoption, as the local officials have highly recommended it.

Tufa, an Adaptable Material

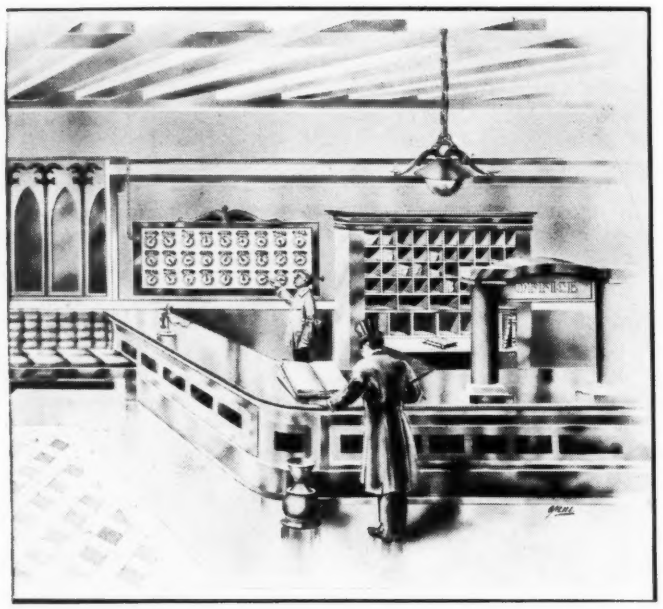
Reference has been made in these columns to the vast and inexhaustible supplies of building stone to be found in Oregon. One of the most unique deposits is a large body of volcanic tufa found in Marion County, covering some 1800 acres. This is owned by H. S. Brinley, a mining engineer.

Geologically tufa is a stone of warm grayish tint into which fine sand and volcanic dust enter as the component parts. The peculiarity of this material is that it is lighter than most kinds of wood, and is as easily workable as wood, making it especially adaptable for dwelling construction.

(Concluded on Page 266)

A Valuable Device

Incorporated under the Oregon state laws, with an authorized capital of $1,000,000, the Automatic Call and Advertising Clock Company of Portland is one of the latest companies out for business. Its officers are: Frank T. Wrightman, president; J. B. Ashby, vice-president; J. A. McFeron, secretary-treasurer; J. M. Rogers, fiscal agent; J. J. Read, superintendent. The home offices of the company are at 470-472 Hawthorne avenue. Unlike so many institutions, this company is not attempting to introduce a fad but a wonderfully useful and practical device.



After a careful investigation of this system we do not hesitate in pronouncing it perfectly practical. and a most valuable adjunct to every progressive hotel. By this device a guest is awakened at any hour he desires by its automatic action electrically controlled. A reset button will stop its

ringing. A fire alarm feature which is a part of the system is especially valuable. In case of an alarm of fire from any part of the hotel the clerk, by pressing a button at the side of the dial board, automatically notifies the fire department; at the same time a red light appears and a bell rings in every room, thus notifying each guest instantaneously, and the ringing of the bell can not be stopped except from the office. The life saving feature is only one of the many that stamp the system as one worthy of adoption. In fact there are so many valuable features connected with the device that we predict for the superintendent, Mr. Read, who is so well known to the public through his former connection with the hotel business in the Northwest for many years, the splendid success in installing the system which is due its merits and the efforts of its promoters.

Portland Architect Honored in a National Competition

It is surprising to note the interest taken by architects throughout the country in the Clay Products' Exposition held in Chicago, March 7-12.

The advancement and development of brick and other clay building materials have attracted a great deal of their attention. The best evidence of this interest was manifested in the success of the prize competition inaugurated by *Brick and Clay Record*, of Chicago. The designs submitted cover a wide range of ideas, and it was difficult for the Committee of Awards to decide on the relative merits and select the winners. The committee especially looked into the matter of the availability of the design for the purpose desired. The design submitted by Architect D. Geijsbeek, of the Geijsbeek Engineering Company, of Portland, was specially mentioned by *Brick and Clay Record* as a star exhibit, being a striking design of the application of clay products in architecture.

The Romance of Building Construction

The cave man was content with a hole in the ground. The pioneer carved for himself a pathway through the wilderness. His keen ax felled the forest monarch, and the rude log cabin sufficed for a dwelling. With the advent of the saw the massive walls of logs gave way to lumber, and crude outlines became softened into more artistic forms. Man, once content to pile up rough stones, shaping them into buildings, chinking up the interstices with clay or mortar, as he advanced in knowledge awoke one day to new possibilities. He learned how to chisel stone and shape it into blocks to form a wall, and thus he found that he could build his house secure from the ravages of decay and beautify the exterior of his abode.

The art of building construction is ever in the process of evolution. Under stress of new conditions and modern requirements the old order of things has passed away and newer, better methods have come into being. To him who observes and thinks there is the air of romance about it all. The pick, the spade, the shovel, once all sufficient with which to make an excavation, gave way to plows as being more expeditious. Then came the steam shovel, a monster with cavernous jaws and teeth of steel, whose rapacious maw is unsatisfied with less than a wagon load at a bite.

Framework of timbers no longer suffices. In our great business structures we find vast ribs of steel. The men who fit the parts together mystify while they charm the observers by the agility of their movements. With tiny forges they work perched at dizzy heights. Like modern vulcans they stand in the glow of their fires. Redhot the rivets fly and hiss through air, to be deftly caught in buckets by experts. Nipped by pincers, they are put into place, and the rat-tat-tat of the electrical riveters "heads" them down, and thus are the bones of steel woven into the fabric of the structure-to-be.

"Lighting The Rural Home"

By A. CRESSY MORRISON

Now that the work of the illuminating engineer has become recognized as one of the professions, and especially since the Johns Hopkins University of Baltimore countenanced the subject by establishing a course in illuminating engineering, which proved to be well attended and overwhelmingly successful, there has been reawakened in the architectural field considerable further interest in the better methods of illumination, and perhaps a closer investigation as to the best illuminant to be used in various installations.

One of the problems which has confronted the architect has been the proper and adequate illumination of the country home. The automobile and better means of transportation, and the growing prosperity of the farmer and ranchman has led to an exodus from urban centers into the rural districts, and thousands upon thousands of splendid homes are now being built where electricity and city gas are not available.

Kerosene as a rural light has served its purpose, and has been said by eminent authorities to have done more for the intellectual uplift of our country by inducing reading and study, where with the flickering candle the eye refused the tiresome task, than any other one advance; and further than this it is undoubtedly true that the steady flame has improved the character of the farm as well as the farmer. Certainly the agricultural bulletins and the agricultural papers, which are filled with instructions for the betterment of the soil and the proper treatment of crops, have been more closely read by the last generation than ever before. The agricultural progress of our nation shows an advance which can in a large measure be attributed to better light in the country home.

If kerosene was a step in advance from the candle, which, compared with all progress of the past, was unparalleled, it is equally true that another step has been taken which gives to the rural home the most perfect illuminant available anywhere. This is acetylene. Acetylene seems to answer all the requirements and the attention which it is receiving is amply justified.

In considering the question of the illuminant to be used, it is necessary above all things that safety shall be first considered. The illuminant selected should be adequate in candle power, convenient, and the quality of the light should be agreeable to the eye, cleanly, and instantly available. It must also be economical, healthful and reasonable in cost of installation.

The safety of the modern acetylene system of illumination has been demonstrated by the adoption of new rules and regulations by the National Board of Fire Underwriters, which permit the inside installation of acetylene generators. The new rules were based upon the investigation of the Board of Engineers of the National Board of Fire Underwriters, who reported to the Executive committee that acetylene, as installed under the rules and regulations of the National board, was safer than the illuminants which it replaced.

Acetylene has advantages of safety which are not considered from an insurance standpoint. City gas practice is used in piping, and the heat generated by the small acetylene flame is but little more than one-tenth the heat generated by ordinary city gas, and in about the same ratio of one-tenth in comparison with kerosene. Kerosene, of course, is a movable unit, as are candles, so that danger to life from the upsetting of movable units is in the case of acetylene eliminated.

Acetylene has no poisonous quality, however, and there is no absolutely no danger from asphyxiation, no case of this kind having occurred throughout the world. The quantity of acetylene escaping into a room through a one-half-foot burner is so small that danger from explosion from this cause is eliminated, and the perfection of the acetylene generator as now constructed under the direction of the Board of Engineers of the National Board of Fire Underwriters, is acknowledged to be such that it is mechanically safe and practically "fool proof."

Calcium carbide is not a hazard, whereas liquid hydrocarbons are a source of constant danger. Hence the question of safety is well settled by the expression of the most authoritative body that could be called upon to consider the subject.

The very small flame of acetylene and its extremely high candle power in proportion to the consumption of oxygen makes acetylene the most healthful of illuminants, with the possible exception of electricity. In this respect there is no comparison with kerosene, gasoline, candles or city gas, as acetylene is far and away the most hygienic.

A one-half-foot burner of acetylene gives approximately 25 candle power of illumination. Acetylene has all the convenience of city gas, and methods of ignition which are adapted to city gas can be applied with equal facility to acetylene.

The question of the cost of illumination is settled by the fact that it compares favorably with city gas burned in an open flame burner at $1 per 1000 cubic feet. The figures given below are for the greater part of the United States, but the cost of carbide on the Pacific Coast runs higher, or about five cents per pound. Other illuminants cost more in the far West, so the ratio holds good. The basis of this estimated cost is plain.

One hundred pounds of calcium carbide costs $3.75. Allowing 25 cents for freight, this leaves calcium carbide 4 cents per pound. While calcuim carbide will yield five cubic feet of gas per pound under laboratory conditions, the government guarantee is that it shall yield at least four and a half cubic feet in a generator. Estimating that only four cubic feet are yielded, the cost per 1000 cubic feet would be $10. Professor Pond in his work on acetylene credits it with twelve and one-half times the illuminating power of city gas. It is, therefore, seen that there is a wide margin allowed, both in yield of carbide and in the yield of illumination, when the claim is made that it equals city gas at $1 a 1000. It compares favorably, candle power for candle power and cost for cost, with kerosene, as acetylene in a clean burner is always burned under the best conditions, whereas kerosene is seldom burned in a perfectly trimmed lamp. Therefore acetylene is economical for the country home.

Questions arise as to the use of acetylene for cooking. When compared with city gas in the city, burned in an ideal gas stove, it costs considerably more, but in the country home the convenience of acetylene for use in the gas stove, especially in summer, and the fact that all the arguments in favor of the city gas stove as regards saving, waste of coal and cost of kindling, which make the city stoves of such marvelous advantage economically, apply, so that the use of acetylene for cooking as an adjunct to the main system and as an adjunct to the country home is unequaled.

The cost of the installation of acetylene here becomes of a great deal of interest. Taking an average country home of from seven to ten rooms, furnished with carefully designed and well polished gas fixtures, the cost of installing acetylene would be about as follows: A 25-light generator (and by this is meant a generator capable of pro-

ducing with one charge sufficient acetylene to burn 25 lights, giving approximately 25 candle power for ten consecutive hours) would cost $120. The burners would cost $5, the fixtures (including glassware) $35, the piping $30, freight, drayage and incidentals $10. A generator of double capacity, that is, a 50-light generator, has many distinct advantages in that it will generate sufficient acetylene so that the question of recharging will occur at double the intervals, and, further than that, should it ever occur that all the lights were lit at once there would be no danger of the supply of acetylene being exhausted. Such a generator would cost $50 more—that is, $170—making the total cost of an acetylene plant of the highest quality for a country home $250.

The figures given above are based on the assumption that very artistic fixtures and good glassware will be adapted for the better rooms, and that simple but artistic fixtures and first class glassware shall be used throughout the rest of the house. The piping is ordinary city gas piping.

The installation of the piping and fixtures can be accomplished by an ordinary careful workman, and can be done in from three to five days, and in such a manner that the piping is not visible, nor will the introduction of an acetylene system inconvenience the family.

The acetylene generator is shipped completely set up and has no intricate parts to be adjusted. It can be placed in the basement or in a separate building if so desired. Generators are usually accompanied by complete instructions, which are so simple that they can be followed by an ordinary workman without difficulty.

It has been found in actual experience that a house which is equipped with 25 burners will not burn on an average more than two burners at a time, and, according to the season, will use these burners for only a few hours each day. A 25-light machine has therefore practically 250-light hours, and should last without recharging for ten days or two weeks and often longer.

A larger capacity machine, such as is described as a 50-light machine, would probably need recharging under ordinary conditions about once a month.

The recharging is accomplished by very simple means, and the residue from the generator is merely slacked lime. This has been found useful for all the ordinary purposes for which lime is used, including that of fertilization, and in this direction has proved very valuable for the garden.

It is, therefore, possible by the use of acetylene to have a complete individual lighting plant always ready for instant use. In the country all the conveniences of city gas, with many advantages over city gas, can be had by the country dweller today in acetylene illumination, the nearest approximation to sunlight yet devised in artificial illumination, with a distinct advantage as regards safety, at a moderate cost and to his infinite satisfaction.

Some 200,000 installations in country homes throughout the United States are a demonstration of the appreciation with which these facts have been received, and it is notable that wherever acetylene has been introduced into a community the neighbors and residents who can afford a private installation have hastened to secure the advantages which each initial unit so clearly demonstrates.

(Concluded from Page 263)

It has an ultimate crushing strength of 139 tons to the square foot. Mr. Brinley proposes to develop the property by effecting railroad connection through means of a spur track to place the product upon the market. In 1890 a monk attached to the Saint Benedict's Abbey at Mt. Angel, Ore., constructed a house of tufa. It still stands in as perfect condition as when first erected.

"Thornewood"

ON THE east shore of American Lake, Washington, about thirteen miles from Tacoma, stands the beautiful country home of Mr. Chester Thorne.

On entering the grounds through the gate of a quaint lodge one gets an impressive view of the dignified house standing in the distance, flanked by stately survivors of the "forest primeval," with occasional glimpses of the shimmering waters of the lake beyond, and a large and most attractive old-fashioned garden forming the foreground. On arriving at the building and looking to the north and west a broad, undulating lawn, broken in places by clumps of spreading trees, slopes gently to the water's edge; while turning to the east, one is charmed by the wealth of blending colors of a formal garden skillfully placed on an axis with Mount Tacoma, which in the distance rises transcendent in its ever changing glory.

The building, which is of fireproof construction, is in exterior treatment of the earlier Tudor period, the walls being built of rough cut brick in shades of red and brown, laid in English bond with raked joints, and relieved by buff Tenino sandstone mullions, arches, oriel, bays, railings, gable copings and carved chimney tops.

The roof is of unglazed tiles, which in color are of the several shades common to the brickwork. The metal casements throughout are of English make, and their small, rectangular lights, divided by heavy lead muntins, are broken here and there by charming bits of truly ancient painted glass, while the terrace, porches, balcony and *loggia* are paved with Moravian quarries, broken by an ocasional cluster of interesting reproductions of old relief tiles in colors.

The main entrance to the house is from the south and on grade, with the typical vaulted porch and massive oak doors opening into the Elizabethan hall, which is paneled to the ceiling with rich brown oak, and has a large stone-faced fireplace with a wonderful old, elaborately carved over-mantel, and a beautiful staircase with high, graceful newels winding up through a central bay, is lighted by an oriel window with stone mullions—all outside openings in the room being treated in a simlar manner.

The ceiling, rich in ornament and broken by two large plastered beams, is of a soft old ivory color.

From the hall the large Adam drawing room is reached through two deep paneled arches, and one is at once impressed with its proportions and delicate treatment in detail and color, and with its fine outlook through a large bay at either end, and again through French windows opening into the spacious *loggia*.

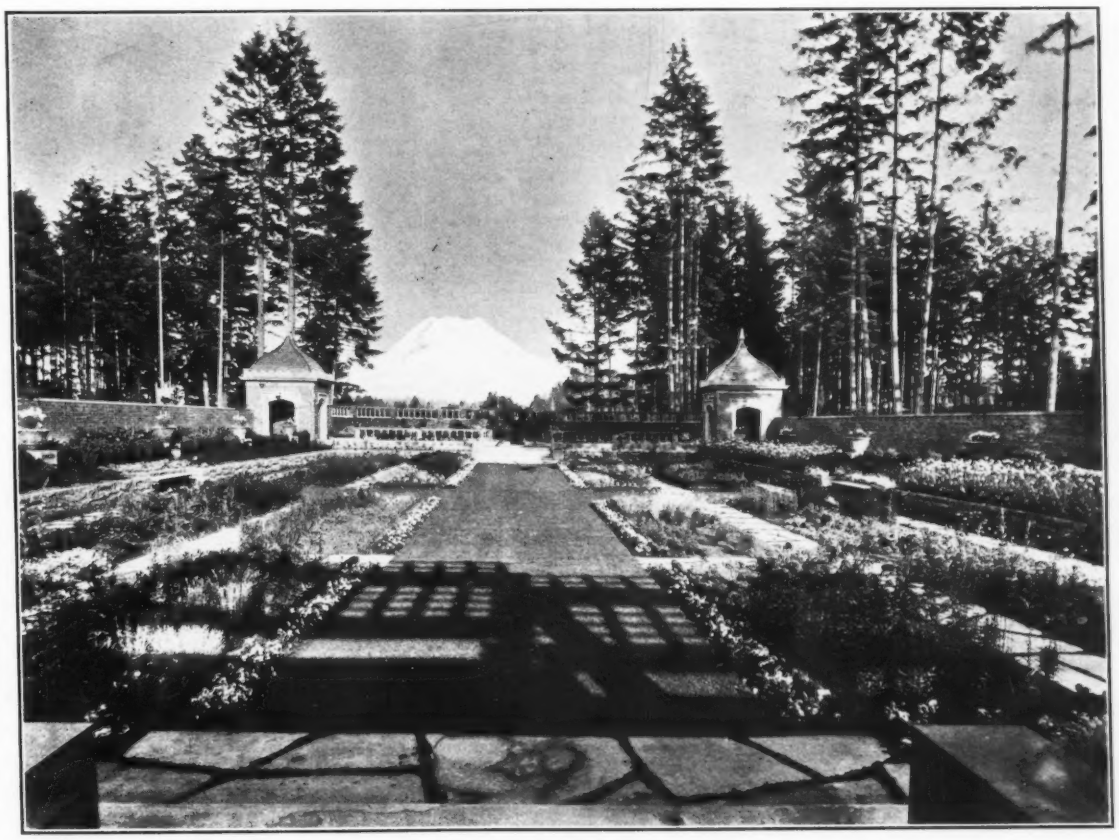
At the left of the entrance a concealed door in the paneling opens into a quaint library which is lighted by a large mullioned window on the south, opposite which is a recessed stone fireplace, all of the available wall space from floor to ceiling being utilized by recessed book shelves. The richly carved oak finish and ornamental plaster ceiling of this room are of a little later period than that of the hall.

The Queen Anne dining room, with its north and east exposures, commands a magnificent view of the lake through its two large bays. The walls of this room are also finished with oak divided into long, wide panels with carved cornice characteristic of the style, and a heavy plaster moulding in bold flower and fruit design forms a large oval panel on the ceiling.

The bedrooms on the second and third floors, with their luxurious bathrooms, are large and bright and charmingly quaint in their treatment of decorations and furnishings.

The servants' wing on the west is excellent in arrangemen and complete in equipment.

Thornewood. Country Home of Mr. Chester Thorne, Tacoma, Wash.
Cutter and Malmgren, Architects, Spokane, Wash.



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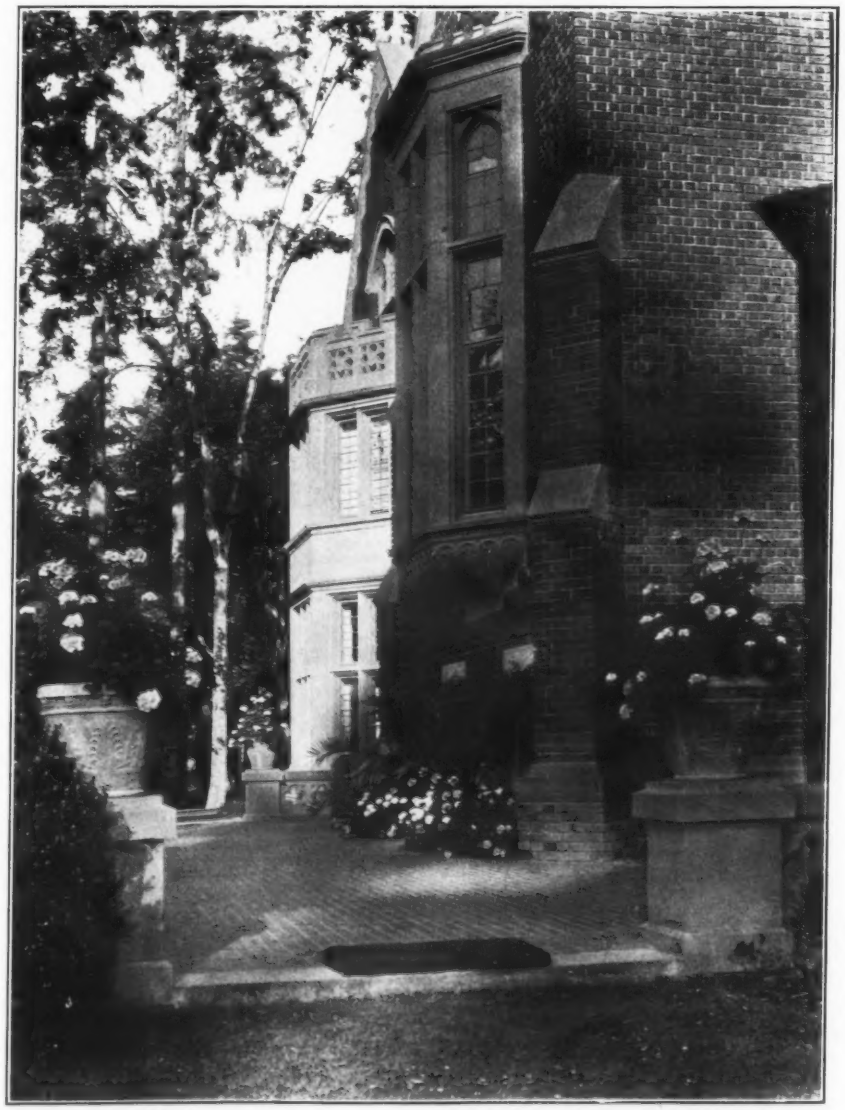

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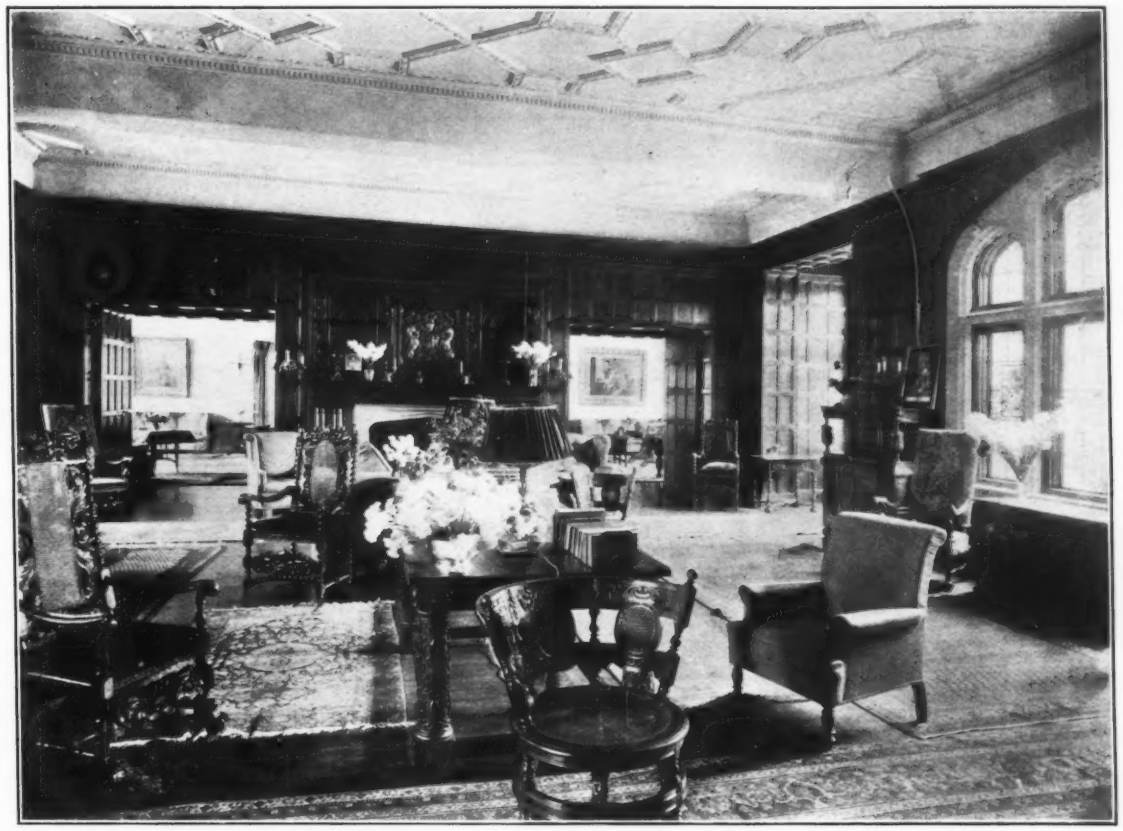

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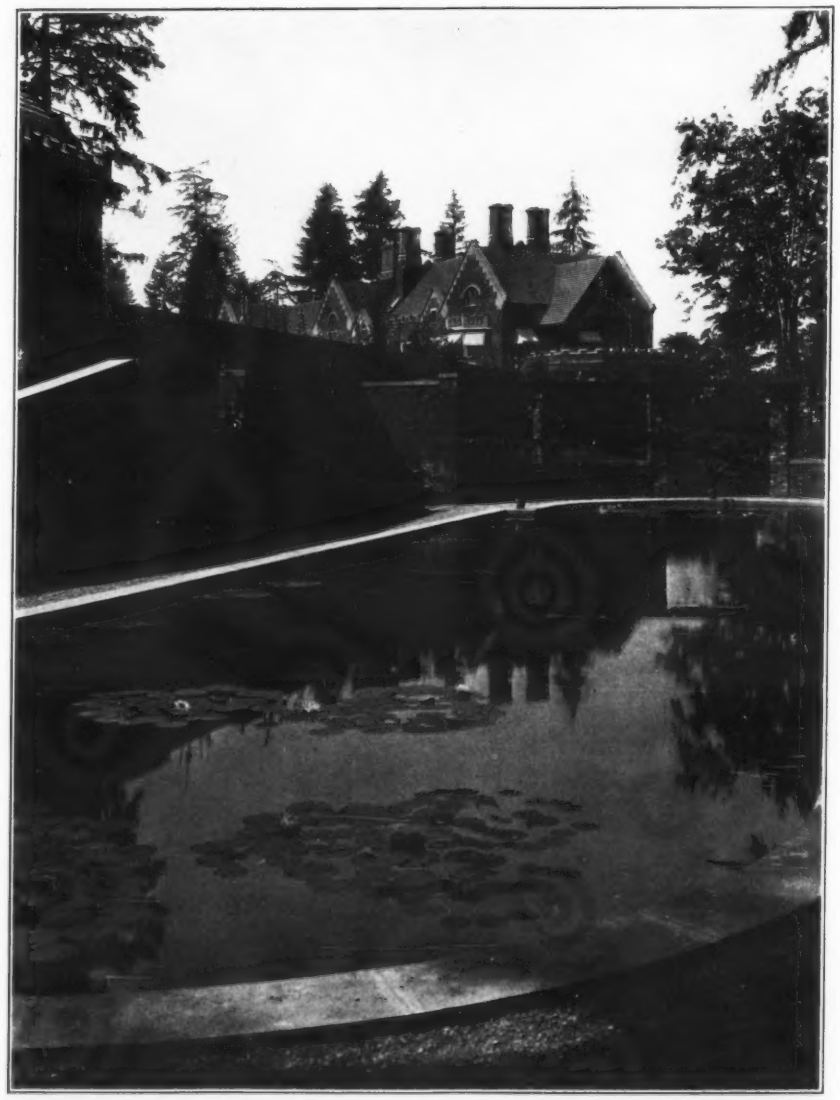
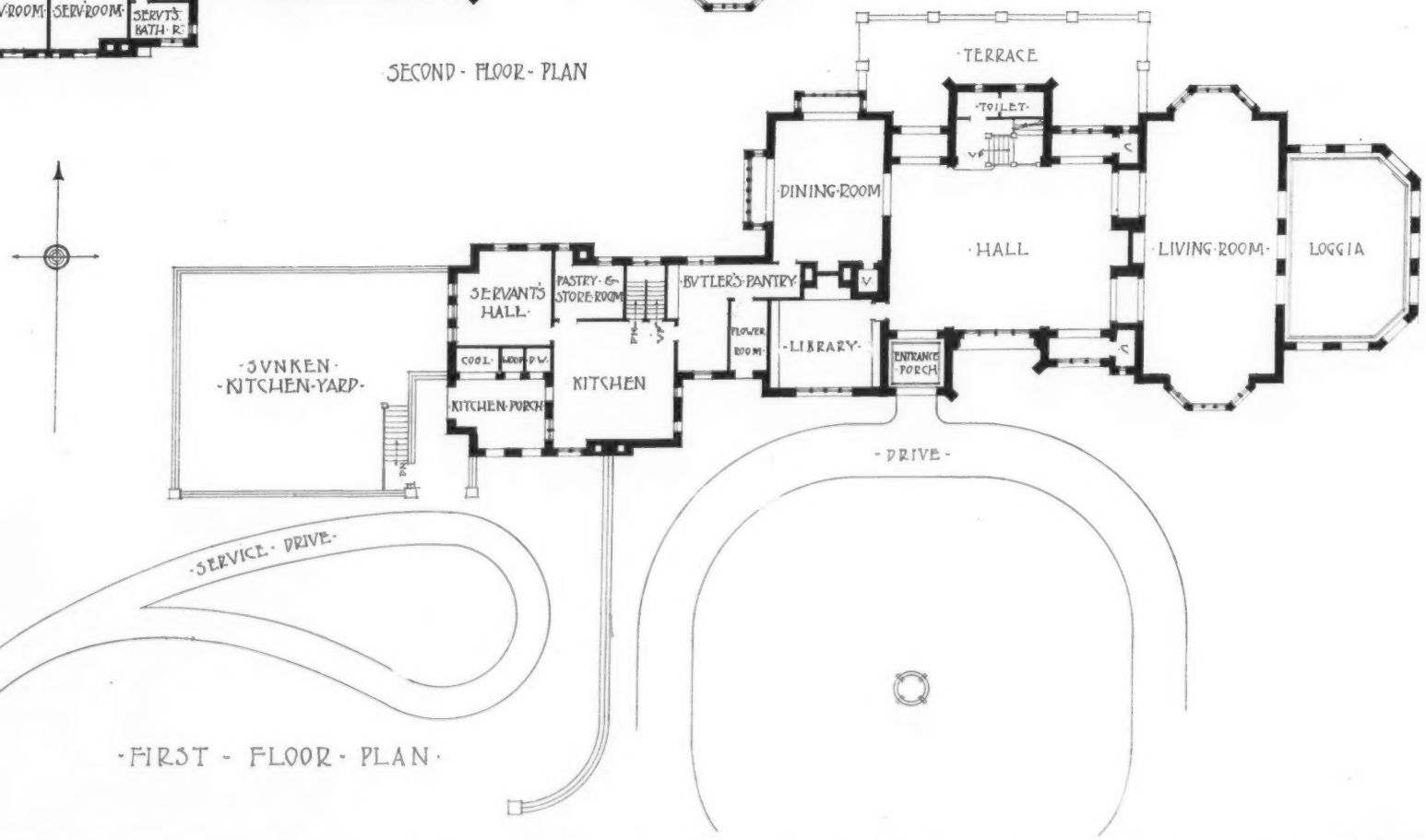


Thornewood. Country Home of Mr. Chester Thorne, Tacoma, Wash.
Cutter and Malmgren, Architects, Spokane, Wash.

SECOND - FLOOR - PLAN

COUNTRY HOUSE OF
MR. CHESTER THORNE.
CUTTER & MALMGREN, ARCH'TS.



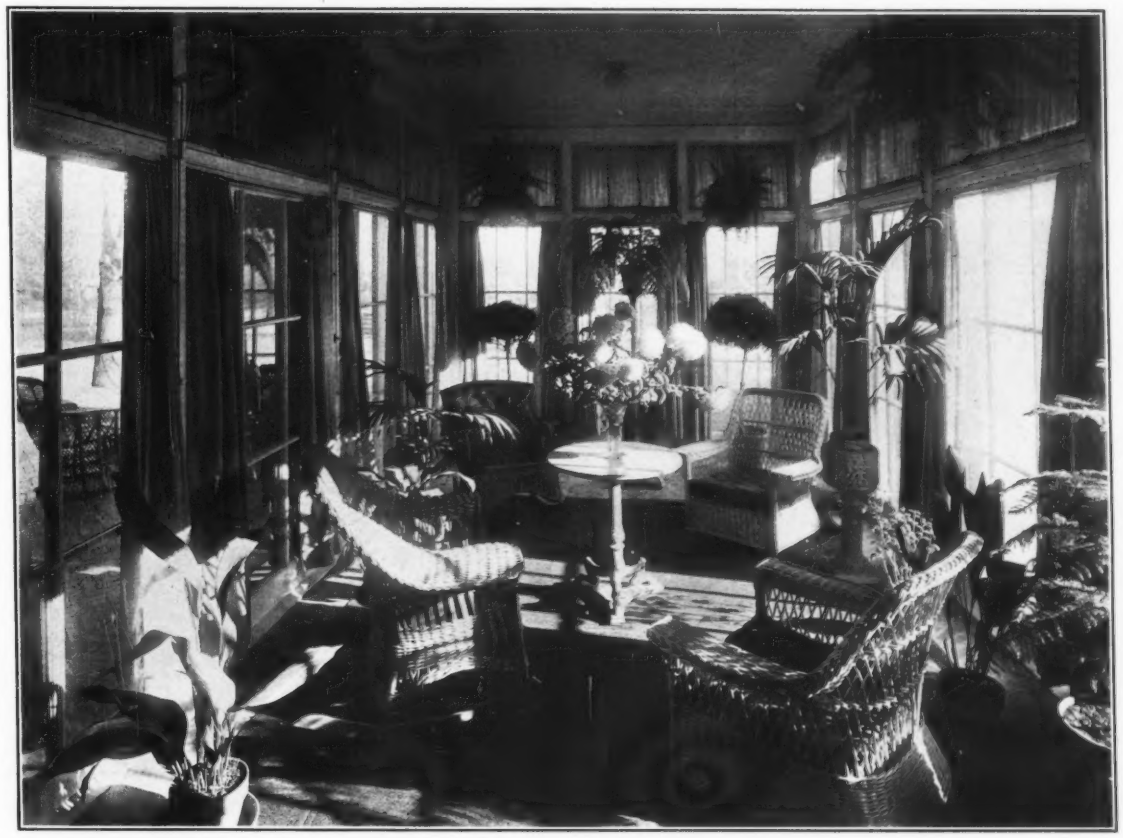
FIRST - FLOOR - PLAN

PACIFIC COAST ARCHITECT
MARCH, 1912

Elevation, Residence, Mr. J. A. Veness, Portland, Oregon
Emil Schacht & Son, Architects, Portland, Oregon

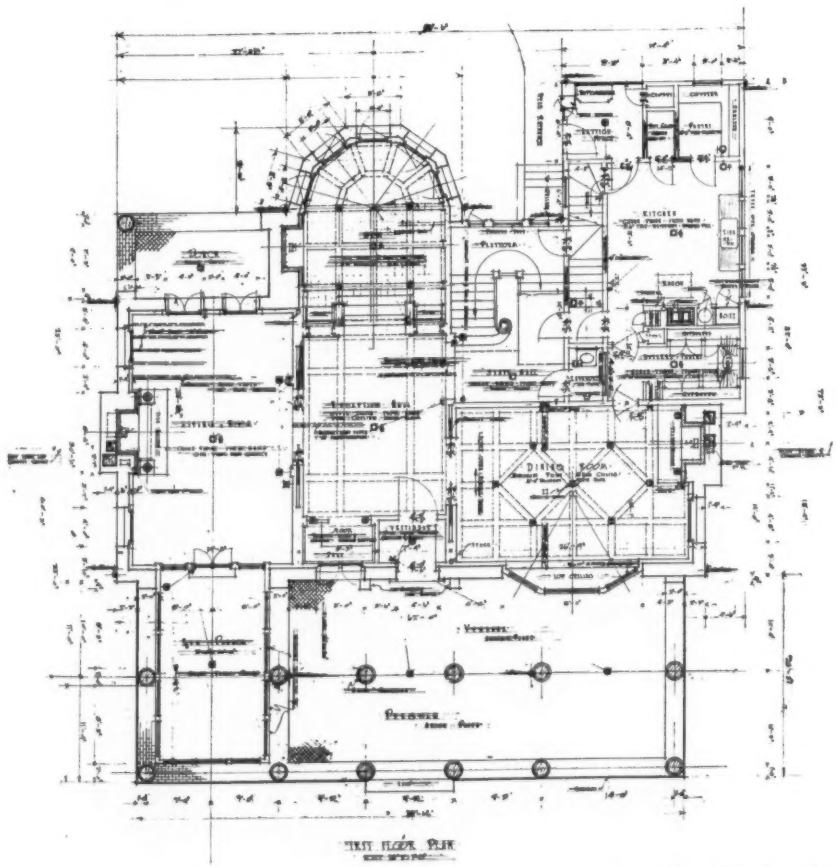
Dining Room, Residence, Mr. J. A. Veness, Portland, Oregon
Emil Schacht & Son, Architects, Portland, Oregon

Living Room, Residence, Mr. J. A. Veness. Portland, Oregon
Emil Schacht & Son, Architects, Portland, Oregon

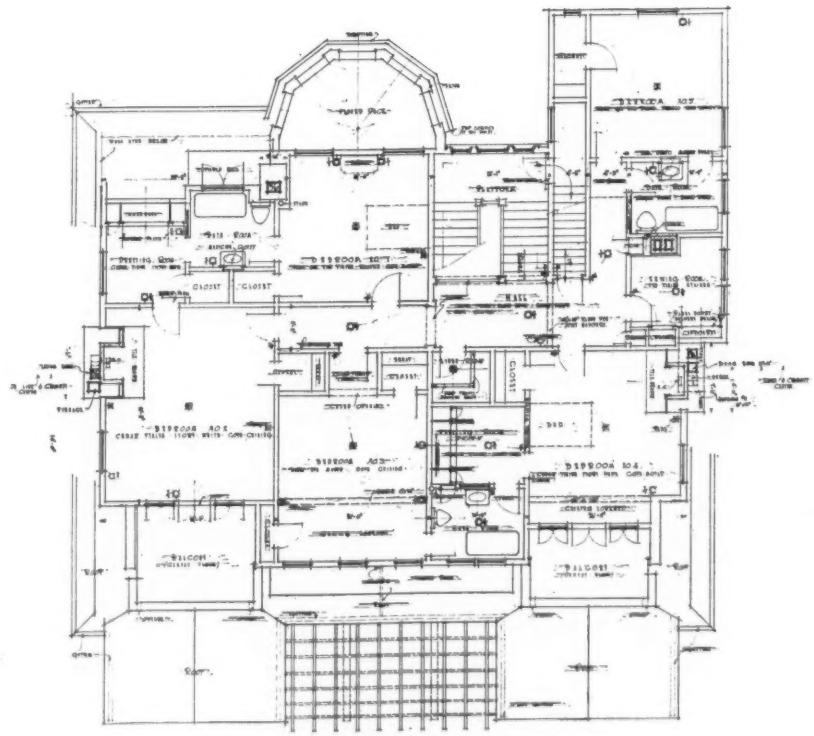


Sun Room, Residence, Mr. J. A. Veness, Portland, Oregon
Emil Schacht & Son, Architects, Portland, Oregon

Piazza, Residence, Mr. J. A. Veness, Portland, Oregon
Emil Schacht & Son, Architects, Portland, Oregon



FIRST FLOOR PLAN



SECOND FLOOR PLAN

Floor Plans, Residence, Mr. J. A. Veness, Portland, Oregon
Emil Schacht & Son, Architects, Portland, Oregon

PACIFIC COAST ARCHITECT
MARCH, 1912

Rapidly Increasing Membership

The latest improvement in the ever progressive Builders' Exchange of Portland is the combination mail box and plan drawers, which are furnished free to members. These boxes virtually give every member a lock desk and are a great convenience.

The following well known firms have been admitted to the exchange since January 1st: Sherwin-Williams Paint Co., C. W. Nottingham, Frank Q. Hart, Edward Kilfeather, Geo. Langford & Sons, W. T. Bischoff, Geo. Campbell, Baily & Smith, J. A. Vehring & Son, Parelius Mfg. Co., Kelley Bros. Inc., T. B. M. Summerville, A. W. Curry, J. G. Kilgreen, J. F. Hand, F. E. King, F. H. Brandes, N. G. Patterson, E. M. Miller, Anton Teller, Max Lystrup, F. E. Harmar, Northwest Steel Co., Crosby & Barton, Thos. H. Burgoyne, Vom Cleff & Lundy, D. F. Campbell.

The exchange has just started a hurricane campaign for new members. Three valuable prizes will be given to the members bringing in the greatest number of acceptable applications. The first a $150 diamond, the second a $75 gold watch and the third a $25 pair of sleeve buttons. These prizes are to be awarded as soon as the membership reaches 300. At the present rate of increase the contest will soon be over.

The Hercules Sandstone Company

One of the leading industries of the Pacific Northwest is the plant of the Hercules Sandstone Company at Tenino, Wash. The company operates two large quarries, each with a totally different output. Hercules quarry No. 1 produces channeled or steam-sawed slabs and blocks. From quarry No. 2 rubble stone is produced, workable for various purposes. From this latter quarry 700 tons daily were produced in 1911 for the jetty at Gray's Harbor. The government contract calls for 1200 tons daily during 1912.

At quarry No. 1 a costly steam plant has been installed to saw stone out of the native mountain rock. This stone has wonderful tensile strength. At the Alaska-Yukon Exposition a slab 12 feet 4 inches long, 4 feet 8 inches wide and ¾ of an inch thick was put to a severe test. It was bent eight inches without causing a crack or fracture in the stone.

A large number of important buildings throughout the Pacific Northwest are splendid monuments to the products of this famous quarry.

All things being equal, architects would do well to denominate Hercules stone in their specifications, not only as an encouragement to home industry, but because it is equal if not superior to other stone products.

Builders' Exchange Action

At a meeting of the Builders' Exchange held recently the present employers' liability act and the mechanic's lien law were the subjects of discussion.

The meeting was unanimous in condemning the employers' liability act as oppressive, unjust and arbitrary. It was the consensus of opinion that the abrogation of the mechanic's lien law would benefit the building industry and the responsible contractors. Messrs. R. A. Hume, building material, J. C. Bayer, sheet metal contractor, and O. E. Heintz, of the Pacific Iron Works, were appointed a law and legislative committee to take up the matter. It is understood that they will act in conjunction with the committee recently appointed by Governor West to investigate the same laws.

Personal Notes

Architect Chas. G. Badgley, with offices formerly in the White Building, Seattle, has moved to the Alaska Building.

E. D. Timms, of Timms, Cress & Co., has returned from Soap Lake, Washington, where he has been recuperating the past few weeks.

Architect Ellis F. Lawrence was a recent visitor to Spokane, Wash., on business.

Architect E. E. McClaran, 525 Lumber Exchange Building, has returned from a business trip to Eastern Oregon.

E. M. Hamilton, manager of the local office of the Mosler Safe Company, is on a business trip to the home office at Hamilton, Ohio.

Mr. David Lane is now acting as sales manager for the Western Clay Company.

Walter B. Beebe, president of the Northwest Steel Company, has returned from a month's trip spent in the Eastern States.

Architect Lewis I. Thompson has returned after spending six weeks in New York City.

Mr. B. R. Smith, manager of the Western Clay Company, is on a month's trip through California.

Atholl McBean, secretary of Gladding, McBean & Co., of San Francisco, was a recent Portland visitor on business.

C. C. Smith, formerly sales manager of the Western Clay Company, has returned from a four weeks' trip to Chicago, returning by Los Angeles and San Francisco.

The Western Clay Company will furnish the tapestry effect brick for the Brady residence of this city.

The Portland Cement Company announce the removal of their office from the Yeon Building to 803 Lewis Building.

Mr. W. Marbury Somerville, architect, with offices in the White Building, Seattle, Wash., has returned from a month's business trip to Montreal and Quebec.

Mr. Henderson, formerly with the Western Building Material Company, is a new addition to the sales force of R. A. Hume, dealer in building materials, Lumber Exchange Building.

Mr. Gustav Kahn, president of the Trussed Concrete Steel Company of Canada, with headquarters at Toronto, was a recent caller at the local office of the Trussed Concrete Steel Company on his way to Vancouver, B. C.

S. B. Cooke, local manager of the Holmes Disappearing Bed Company, is in San Francisco. From there he will leave on a month's business trip to New York City. Mr. Lawrence Holmes, president of the company, was called from the British Columbia field to take care of the local field while Mr. Cooke is in the East. Mr. Holmes reports business very good in British Columbia.

William D. Edwards, mechanical engineer, has opened an office at 1115 Wilcox Building. He is prepared to furnish plans for heating, ventilating, electric wiring, plumbing, power plants, etc. Mr. Edwards' work speaks for itself, as is evidenced by many modern buildings here and elsewhere.

THE PACIFIC COAST ARCHITECT received a pleasant call recently from Edwin V. Cobby, architect, of San Francisco, connected with the engineering department of the Pacific Telephone and Telegraph Company. Mr. Cobby was in the city in connection with the proposed fourteen-story $500,000 building for the company, permit for which was issued March 6th.

Howell L. Shay, East Sixtieth and Twenty-eighth avenue, northeast, Seattle, now taking a post-graduate course in architecture at the University of Pennsylvania, was one of the first prize winners in the competition of the Society of Beaux Arts Architects for 1912, just announced in New

York. He is the first man west of Chicago to receive the honor since the competitions were established a decade ago.

The live wire Pacific Coast representative, J. A. Drummond, of the N. & G. Taylor Company of Philadelphia, manufacturers of roofing tin, was a recent caller at the office of the PACIFIC COAST ARCHITECT. The N. & G. Taylor Company carry stocks with E. P. Jamison & Co., Seattle: Occidental Warehouse of Portland, the Haslett Warehouse of San Francisco and the California Cornice Works at Los Angeles. The headquarters for the entire Pacific Coast will be at San Francisco.

Trade Notes

Ertz & Dole, architects, 510 Northwest Building, have enlarged their office.

The Raymond Concrete Pile Company announce their removal from 626 Worcester Building to suite 807-808, Wilcox Building, Sixth and Washington streets.

W. S. Barnes, formerly with F. T. Crowe & Co., is now associated with King & Cowing, 415 Yeon Building.

Architects Goodrich & Goodrich have moved from the Yeon Building to 326 Abington Building.

E. L. Knight & Co., 29 East Morrison street, have installed a new display room where they have a fine line of originally designed electric fixtures on display.

The Mission Marble Works, 151 Union avenue, north, have just finished the erection of a Padrara Mexican onyx mantel in the residence of Captain McCann at Hood River.

King & Cowing have opened an office at 415 Yeon Building as manufacturers' agents. They have secured the Northwestern selling agency for several popular lines of building materials.

April 10 and 11, 1912, the second annual convention of the Architectural League of the Pacific Coast will be held at the Hotel Angelus, Los Angeles, Cal.

The P. L. Cherry Company has just finished installing the Sunburst prisms for the Gambrinus Brewery.

The Northwest School Furniture Co. are furnishing the fixtures in the Ladd & Bush Bank at Salem, Ore. Fixtures and interior finish all to be in mahogany.

The Washington Brick, Lime and Sewer Pipe Company of Spokane, Wash., have the terra cotta all manufactured and ready for delivery on the court house, which amounts to 600 tons, and will be ready to start delivery of the terra cotta on the Masonic Temple at Salem, Ore., April 1st.

The O. W. M. firm of architects and engineers, 505 Gerlinger Building, has dissolved. Guy C. Manning, manager of the firm, has taken over the business and has an office at 508 Gerlinger Building.

W. P. Fuller & Co. will furnish all the plate glass for the Lipman & Wolfe Building, Fifth and Washington streets. This is the largest plate glass contract ever let in Portland.

Victor S. Persons, formerly coast manager for the Concrete Steel Products Company, is now associated with the L. A. Norris Company, with headquarters in San Francisco.

Robert G. McPherson, treasurer of the N. G. McPherson Company, has returned from a two months' trip. While away he visited the Isthmus of Panama and made a tour of Southern California.

Mr. Schiffer, manager of the Lithic Manufacturing Company, 625 Yeon Building, reports having just finished laying the Raecolith floors in the deaf and blind schools at Vancouver, Wash., and has the contract to lay Raecolith floors in the Lincoln High School and 70,000 square feet of Raecolith flooring in the new insane asylum at Pendleton, Ore. Has just finished laying the Raecolith floors in the Fernwood school.

We are in receipt of a celluloid folding rule distributed by the Armstrong Machinery Company of Spokane, Wash., manufacturers of ice and refrigerating machines, which is unique and convenient, and they will be pleased to mail it to refrigerating engineers, architects or others interested.

Fred C. Cook has recently become the general manager of the Hester system of store front construction within the following territory: Washington, Oregon, California, New Mexico, Arizona, Utah, Nevada, Idaho, Montana, Alaska, Hawaii and the Philippines. Having just returned from California, Mr. Cook reports the general outlook for building in that state and Arizona as very favorable for this year.

The Washington Brick, Lime and Sewer Pipe Company of Spokane, Wash., will furnish through their local representative, Mr. C. T. W. Hollister, one-half million face brick for the Reed College, which will be their celebrated Mission Reds; delivery now started. Will also furnish the Mission Red brick and white full glazed terra cotta for the Oregon Hotel, which will be 400 tons, delivery to start April 1st.

A Resume

Recent items selected from the daily advance reports of The Pacific Coast Architect:

PORTLAND.

Business Block—Architect E. E. McClaran prepared plans for a two-story brick business block, to be erected in Gresham.

Chicago—Architect Frederick S. Allerton prepared plans for a church building for the Sacred Heart Parish, to cost about $5000.

Residence—Architect Ellis F. Lawrence prepared plans for a twelve-room, two-story residence, to cost $12,000, for Judge E. C. Bronaugh.

Residence—The architectural firm of Roberts & Roberts prepared plans for an eight-room frame residence for R. L. Pollack.

Residence—Architect Ellis F. Lawrence prepared plans for a modern eight-room residence to be erected on Portland Heights for Mrs. Strong.

Lodge Building—Architect Ernest Kroner prepared plans for a two-story building, to be erected in St. Johns by the Odd Fellows.

Residence—The architectural firm of Ertz & Dole prepared plans for a two-story frame residence for Clara L. Saunders.

Remodeling—Architect E. E. McClaran prepared plans for the remodeling of the building on Washington street, near Seventh.

Hotel—Architects Emil Schacht & Son prepared plans for a two-story concrete hotel building, for the Mt Hood Brewery, on Fourth and Stark streets.

Dormitory—The architectural firm of Doyle, Patterson & Beach prepared plans for a two-story brick Women's Dormitory, to be erected at Monmouth.

Church—Architect H. N. Black prepared plans for a $25,000 stone church for the Trinity Methodist congregation.

Business Block—Architect E. E. McClaran prepared plans for a two-story brick building, to be erected at The Dalles, for Fred Lemke.

Hotel—Architects Roberts & Roberts prepared plans for a two-story frame hotel building, to be erected at Nehalem.

Laundry Building—Architect Aaron H. Gould is preparing plans for a three-story brick building for the American Laundry Company.

Business Block—Architects Whidden & Lewis prepared plans for a three-story brick store and hotel building, to be erected on Second and Couch, to cost $12,000.

Store and Flat Building—Architect Frederick S. Allerton prepared plans for a two-story frame store and flat building, to be erected on Macadam Road.

High School—Architect E. E. McClaran is preparing plans for a two-story pressed brick high school building, to be erected at Athena.

Y. M. C. A.—The architectural firm of McNaughton & Raymond prepared plans for a $37,000 stone building for the Baker Y. M. C. A.

School House—The Newcomb Engineering & Construction Company prepared plans for a two-story frame school building, to be erected in Columbia County.

Hotel Building—Architects Bennes & Hendricks are preparing plans for a three-story brick store and hotel building, to be erected on Sixth and Davis streets.

Residence—Architect J. S. Adkins prepared plans for a colonial residence, to cost $6000.

Hotel Building—The Oregon Architectural & Engineering Company prepared plans for a two-story frame hotel building for the Elmore Park Company, to cost $12,000.

Remodeling—Architect E. E. McClaran prepared plans for the remodeling of a store building on Morrison near Third.

School House—W. W. Lucius prepared plans for a two-story school building to be erected at Maygers, Wash.

Residence—Architect Lewis I. Thompson prepared plans for a seven-room colonial house for A. A. Schull in Rose City Park.

Bungalow—Architect J. B. Clark prepared plans for a seven-room bungalow to be built in Vernon.

Apartment House—George West & Sons designed a two-story frame apartment house, to cost $12,000.

Parish House—The Oregon Architectural & Engineering Company prepared plans for a two-story frame parish house, to be erected at Newport, Ore., to cost $5000.

Country Homes—Architect Lewis I. Thompson prepared plans for four model country homes and grounds for Parkrose.

Bank Building—The architectural firm of R. N. Hockenberry & Company are preparing plans for a reinforced concrete building for the Philomath State Bank.

Mining Building—Architects Bennes & Hendricks are preparing plans for a three-story brick building for the Oregon Agricultural College.

College Building—The architectural firm of Emil Schacht & Son is preparing preliminary sketches for the building to be erected by the Benedictine Sisters at Mt. Angel.

Bungalow—Architect Charles W. Henn prepared plans for a seven-room bungalow, to be built in Laurelhurst.

Store Building—Architects R. N. Hockenberry & Company have in preparation plans for a one-story brick store building, to be erected in Forest Grove.

Office Building—Architect Edwin V. Cobby, of San Francisco, prepared plans for a fourteen-story, fireproof building, to be erected by the Pacific States Telephone and Telegraph Company, at a cost of $500,000.

Store Building—Architect Ernest Kroner prepared plans for a one-story store building, to be built at Forest Grove.

School Building—Architects Whitehouse & Fouilhoux have been commissioned to prepare plans for a $200,000 pressed brick school building.

Business Block—Architect D. Delos Neer is preparing plans for a five-story white pressed-brick business block, 31x110, to be erected in La Grande by J. E. Foley.

OREGON.

Bank Building—Springfield. The Farmers' and Merchants' Bank is having plans prepared for a two-story fireproof building, to cost $18,000.

City Hall—Medford. Plans for a two-story brick building have been submitted to the City Council for approval.

Hospital—Heppner. The Catholics of Heppner are planning the erection of a modern $30,000 stone hospital building.

School Building—Roseburg. Architect Dow prepared plans for a two-story brick school building, to cost $25,000.

School Building—Milton. School district No. 67 voted a $7000 bond issue with which to erect a concrete school building.

Business Block—Springfield. Architect John Hunzicker prepared plans for a two-story reinforced concrete building for Bruno Vitus of Eugene.

School Building—Tillamook. The school board has authorized a bond issue with which to build a $25,000 fireproof school building.

Business Block—Roseburg. J. H. Booth is having plans prepared for a three-story brick store and office building, to cost about $30,000.

Court House Annex—Hillsboro. The County Court of Washington County is considering plans for an annex to the court house, to cost $35,000.

Garage—Cresswell. Schmitt Bros. have plans prepared for a one-story concrete garage, 100x120.

Depot—Salem. Mrs. Fannie E. Hubbard will erect a two-story brick building, which will be leased by the Oregon Electric for depot purposes.

Business Block—Salem. A three-story brick store and office building will be erected by F. N. Derby and P. J. Lofky.

Express Building—Roseburg. The Wells-Fargo Company has accepted plans for a one and one-half story brick building.

Hotel—Albany. J. C. Hammel is having plans prepared for a six-story concrete and pressed-brick hotel building, to cost $50,000.

Business Block—Salem. The Roth Grocery Company will erect a modern three-story brick building, to be used for store purposes and offices.

Lodge Building—Albany. The Knights of Pythias will erect a modern three-story lodge and office building.

Depot—Lakeview. The Nevada-California & Oregon Railroad will soon begin the construction of a $15,000 pressed brick and stone depot.

Church—Eugene. Work will soon be resumed on the $75,000 brick church building being erected by the Methodists.

Library—Gresham. A site has been offered and application made to the Carnegie Library Fund for a $10,000 building.

Business Block—The Dalles. Mrs. Matilda M. Baldwin contemplates the erection of a two-story brick store and office building.

SEATTLE.

Store Building—Architects Bebb & Mendel have prepared plans for a three-story brick and reinforced concrete building, to cost $50,000.

Store Building—Architect G. S. Kerchner prepared plans for a two-story brick building, 40x70, to cost $10,000.

Office Building—Architects Parr, McKenzie & Day are preparing plans for a nine-story office building, 25x120, to cost $100,000.

Wholesale House—J. M. Buttnick prepared plans for a one-story reinforced concrete building, to cost $15,000.

Mill—Architects Bebb & Mendel are preparing plans for a six-story reinforced concrete mill building, to cost $100,000.

Club Building—Architects Howells & Stokes are preparing plans for a building to be erected for the College Club.

Foundry—The Great Western Smelting & Refining Company will erect three large reinforced concrete buildings at a cost of $200,000.

Convent—Architect G. S. Badgley prepared plans for a $300,000 convent for the Madams of the Sacred Heart at Point Grey.

Apartments—Architects Quant & Creutzer prepared plans for a three-story pressed brick apartment house, to cost $35,000.

Hotel Annex—Architect C. Alfred Brietung has been commissioned to prepare plans for a 200-room annex for a hotel building at Bellingham.

SPOKANE.

Apartment House—Milliard S. Hosea will erect a two-story frame apartment house and office building to cost $25,000.

Apartment House—Architect Earl Morrison prepared plans for a four-story pressed brick apartment house to cost $60,000.

Hotel and Store Building—Cyrus Happy will build two three-story brick store and hotel buildings, to cost $100,000.

Warehouse—Architect Albert Held is preparing plans for a three-story semi-fireproof warehouse for the Shaw-Wells Company, to cost $150,000.

Residence—C. Richardson has plans prepared for a two-story pressed brick $27,000 residence.

WASHINGTON.

High School Building—Vancouver. Architects Stephens & Stephens are preparing plans for a two-story concrete and pressed brick high school building, to cost $100,000.

Business Block—Hoquiam. Contractor Granstrom prepared plans for a two-story concrete building for Herman Winters.

Bank Building—Hoquiam. Architect J. R. McLaughlin prepared plans for a two-story reinforced concrete building for the National Bank.

Masonic Temple—Hoquiam. Architect J. R. McLaughlin prepared plans for a two-story reinforced concrete building for the Masonic Lodge.

Business Block—Wenatchee. T. J. Henry is contemplating the erection of a two-story brick store building, to cost $15,000.

Depot—Hoquiam. The Northern Pacific Railway Company will build a $40,000 brick and concrete building, two stories in height.

School Building—Touchet. Architects Van Dusen & Doughty have been commissioned to prepare plans for a one-story brick building to cost $25,000.

School Building—Hillyard. Architect Sweatt prepared plans for a two-story brick school building, to cost $20,000.

Lodge Building—Pasco. Architects Van Dusen & Doughty prepared plans for a modern two-story brick store and lodge building.

School Building—Newport. Architect C. L. Wilson has been commissioned to prepare plans for a $60,000 high school, of brick construction, three stories in height.

Hotel—Oroville. E. N. Grubb is planning the erection of a three-story concrete and pressed brick hotel building, to cost $40,000.

Business Block—Pasco. Daniel Page of Pasco is preparing plans for a two-story pressed brick and concrete building, to cost $15,000.

School Building—Montesano. Bonds for $35,000 were voted with which to erect a brick high school building.

Business Block—Toppenish. J. D. Keck will erect a three-story brick store building, to cost about $25,000.

Office Building—Aberdeen. Architect C. E. Troutman is preparing plans for a two-story reinforced concrete building for J. D. Crary, to cost $70,000.

School Building—Kosmos. A two-story brick school building, to cost $15,000, will be erected in this city.

Salvation Army Bulding—Centralia. The Salvation Army is planning to erect a modern two-story brick building, to cost $10,000.

IDAHO.

High School—Moscow. Architect C. Z. Hubbell, of Spokane, prepared plans for a two-story pressed brick high school building, to cost $65,000.

School Building—Hollister. Architect D. E. Morse, of Twin Falls, prepared plans for a two-story brick high school building, to cost $30,000.

High School—St. Anthony. A $50,000 bond issue was voted by this district for the erection of a brick high school.

School Building—Kellogg. Bonds for $25,000 were voted for the erection of a high school building.

Depot—Pocatello. The Oregon Short Line is contemplating the erection of a pressed brick depot building, to cost $400,000.

School Building—Genesee. Architect C. J. Hubbell of Spokane prepared plans for a $300,000 high school building.

School Building—Nezperce. Architect J. H. Nave, of Lewiston, prepared plans for a three-story brick school building, to cost $45,000.

BRITISH COLUMBIA.

Business Block—New Westminster. E. B. Wetenhall prepared plans for a three-story brick store and apartment house, to cost $50,000.

Warehouse—Vancouver. Wood, Ballance & Leggett will build a six-story brick warehouse at a cost of $85,000.

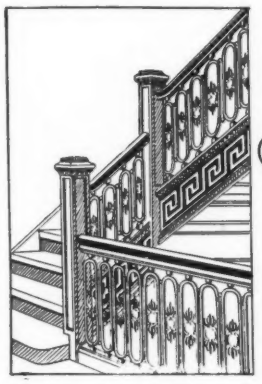
Office Building—Vancouver. F. W. Padmore will erect a six-story reinforced concrete building, at a cost of $50,000.

Apartments—Vancouver. Architect W. T. Whiteway is preparing plans for a six-story modern brick apartment building, to cost $100,000.

Garages—Vancouver. Architect W. T. Whiteway prepared plans for two concrete garages, to cost $35,000.

Store and Apartments—Vancouver. W. L. Tait will erect a five-story brick building, to cost $20,000, to be utilized for stores and apartments.

Sub-station—Vancouver. The British Columbia Electric Railway Company will erect a heavy reinforced concrete sub-station, at a cost of $100,000.



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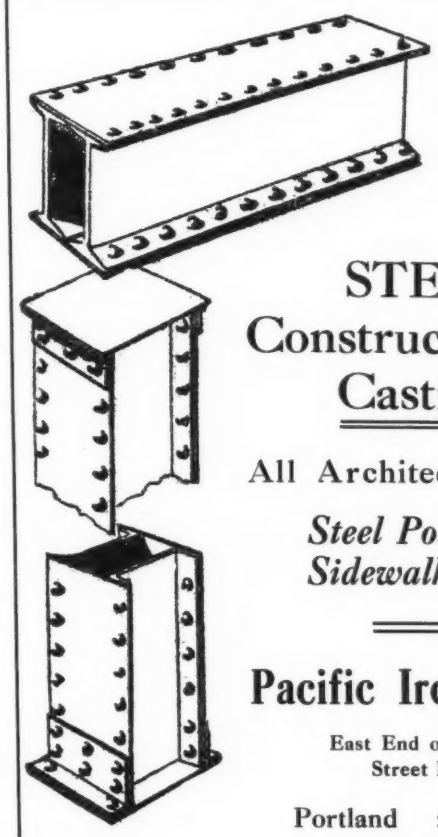

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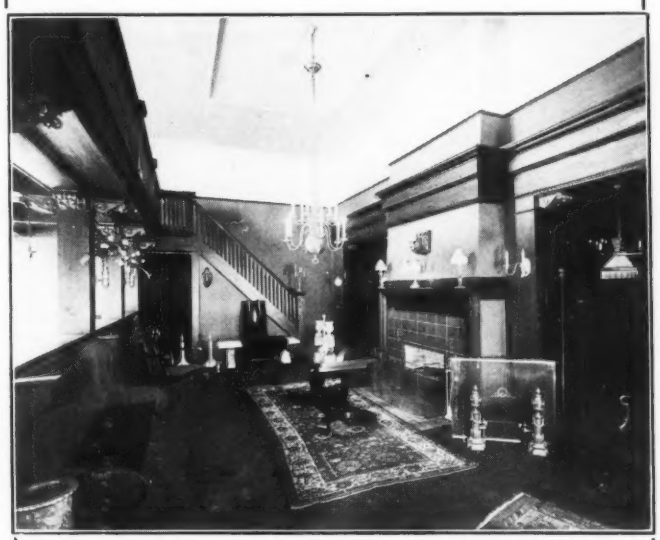

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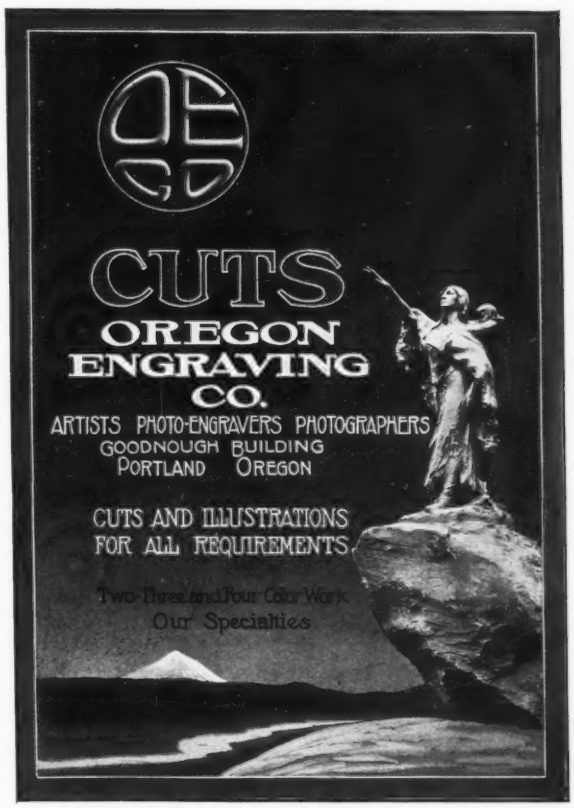

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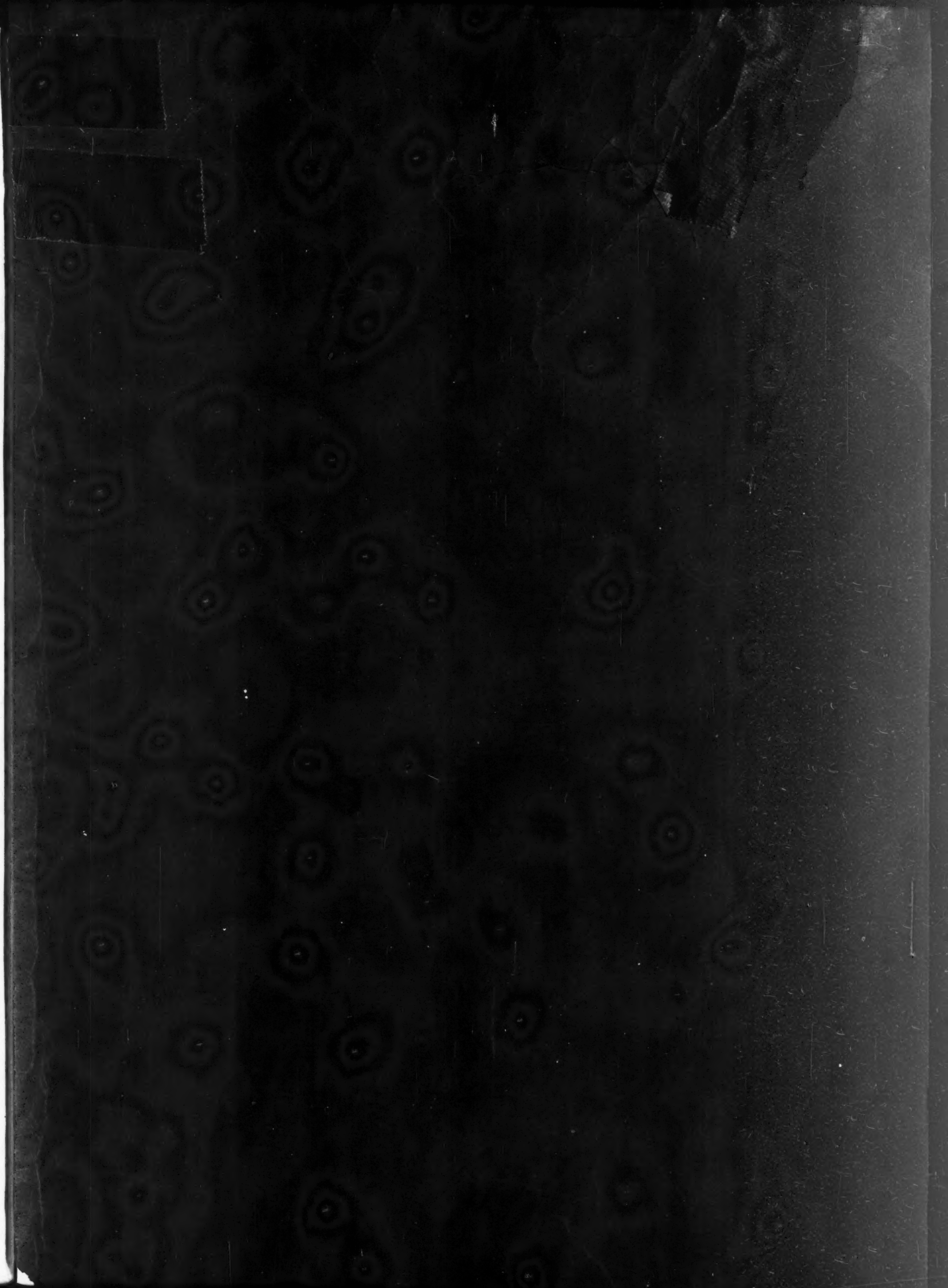

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